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as it has been well observed, there is, perhaps, no parallel, either in ancient record or in modern history—together with the amazing capability of production, evidenced by a comparison of the exports of a few years past; the Committee are fearful to express their very sanguine anticipations of revenue to the Line, when brought into successful operation. They will, therefore, confine themselves, for the present, on this head, to a few leading facts, sufficiently striking to impress on the reflecting mind a correct estimate of its vast importance.

In the year 1820, the population of Canada amounted to little over half a million.

In 1845 it amounts to over one million and a half.

In 1835 the export of one article—Flour—reached only 96,000 barrels.

In 1844 it amounted to 360,000 barrels.

It would occupy more room than the Committee have allowed themselves in these few pages, to enumerate in detail the increase of export of Pork, Beef, Butter, Wheat, Cheese, Lard, Oatmeal, Pease, Pot and Pearl Ashes, &c. Suffice it to say, it has been immense.

The Committee now turn to the revenue likely to arise from the trade of our own Province.

With Canada, Halifax has ever been intimately connected in trade,—to it we look to take off two-thirds of our return trade from the West Indies, consisting of Sugar, Molasses, Spirits, Pimento, &c., but principally the two former articles, of which, together, the export to Canada this last few years, may average 6000 or 7000 hogsheads and puncheons. The annual import into Halifax from Canada, of Flour, Pork, Beef, Oatmeal, Pease, and Corn Meal, amounts to about 20,000 barrels, and into the lower Ports, from Bay de Chaleur to Straits of Canso, about 40,000 barrels, which latter could then be supplied by the Line to the most convenient Gulf Shore port, of which there are several within a few miles of the route—particularly late in the autumn, and in early spring—adding also a supply to Cape Breton and Magdalen Islands.

The annual import of Flour into Halifax, from all quarters, averages 60,000 barrels; of Meal, Rye, and Oatmeal, 24,000 barrels; of Wheat, and Indian Corn, 45,000 bushels; of Ship Bread, 9000 barrels and bags; of Pork and Beef, 6000 barrels,—and it is but reasonable to suppose, that the greatest part, if not the whole of this provision, will be drawn from Canada with its increase of production and the facility of intercourse, when the Line is completed. The present ex-